



## PLANNING COMMISSION

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# AGENDA

City Hall Council Chambers, 435 Martin Street, Suite 3000  
Thursday, December 1, 2016

7:00 P.M.

### *Planning Commissioners*

Chair

Vernon "Van" Tabb

Vice-Chair

J Calvin Armerding

Sue Sturgill

Richard May

John LeBrun

Ken Ely

Kevin Owens

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **AUDIENCE COMMENTS**  
(regarding items not on the agenda)
4. **PUBLIC HEARING**
  - Wharf District Master Plan Update – Comprehensive Plan Amendment
5. **INFORMATIONAL ITEMS**
6. **APPROVAL OF MINUTES**
  - Approval of minutes from September 22, 2016
7. **ADJOURNMENT**

*For information regarding this  
Agenda, please call:  
(360-332-8311)*

*All proceedings are recorded.*



# STAFF REPORT TO PLANNING COMMISSION

**MEETING DATE:** December 1, 2016 – 7:00pm

**SUBJECT:** **Wharf District Master Plan Update – Comprehensive Plan Amendment**

**PROponent:** Port of Bellingham

**APPLICATION TYPE(S):** Comprehensive Plan Amendment

**FILE NUMBER(S):** CPA-2-16

**REQUEST:** An amendment to the Wharf District Master Plan to increase building heights in certain areas. The proposal also expands the permitted uses in the planning area by allowing marine related uses. Planning Area Three or Mariner Village, is 12.75 acres. Approximately 1.6 acres of this area is affected by the proposed height increase.

**LOCATION:** Central Business Wharf District, Planning Area Three. Located on the southeast corner of Marine Drive and Milhollin Drive.

**SUBMITTED BY:** Community Development Services

**PREPARED BY:** Alex Wenger, AICP, Community Planner II

**AGENDA LOCATION:**

Public Hearing     Communications     Unfinished Business     New Business

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- ATTACHMENTS:**
- A. Application
  - B. Port of Bellingham Height Analysis
  - C. Public Comments
  - D. SEPA Determination

**NOTE:** The materials that constitute the official record are on file with the Community Development Services Department and may be reviewed upon request.

## **SUMMARY**

The proposed Comprehensive Plan Amendment is to update the Wharf District Master Plan. Specifically, Zone 3 or Mariner Village would be adjusted to allow water-related uses, such as boat storage or web lockers, and certain subareas would have the maximum height increased by ten feet.

The Wharf District Master plan defines the City of Blaine's and Port of Bellingham's development strategy for all of the property accessible by Marine Drive.

## **PROCEDURAL INFORMATION**

### **Comprehensive Plan Amendment**

The proposed Comprehensive Plan Amendment proposed by the Port of Bellingham as the Applicant and docketed by the City Council under Resolution 1688-165 on July 25, 2016.

Comprehensive Plan Amendments must be processed in compliance with Blaine Municipal Code (BMC) Chapter 16.04 (Comprehensive Plan Amendments). BMC 16.04.100 states that the Planning Commission shall review staff's findings and recommendations for Comprehensive Plan Amendments and hold a public hearing(s). The Planning Commission shall then evaluate the proposal in regards to the approval criteria contained in BMC 16.04.080. At the conclusion of the Commission's evaluation, they shall draft a recommendation to City Council to approve, approve with modifications, or deny the proposal.

Comprehensive Plan Amendments are Type III Legislative permits. The Commission may hold multiple public hearings if they so desire.

### **Notification requirements**

Public notification of an open public hearing has been completed in a manner consistent with the public notification requirements contained in BMC 16.04.030.

### **SEPA review**

An environmental checklist was prepared and submitted with the application materials. A Determination of Non-Significance (DNS) has been issued under WAC 197-11-340 (2). The comments period closed on November 23, 2016.

### **Public Comment**

As of the drafting of this report, staff has received one public comment, a letter from Mr. Bill Becht. Mr. Becht is opposed to the proposal due to potential impacts to the views from Peace Portal Drive. A copy of his letter is included as Attachment B.

## **ANALYSIS**

The Wharf District Master Plan was originally approved in 2007 through a comprehensive effort with the Port of Bellingham and the City of Blaine. In addition to public notices for Planning Commission and City Council meetings, downtown property owners were invited to work sessions and design charrettes. The master planning effort studied many of the critical components that make up the wharf area; commerce and industry, recreation, transportation, infrastructure, multi-jurisdictional oversight, and connectivity to Semiahmoo and the City's downtown, as an



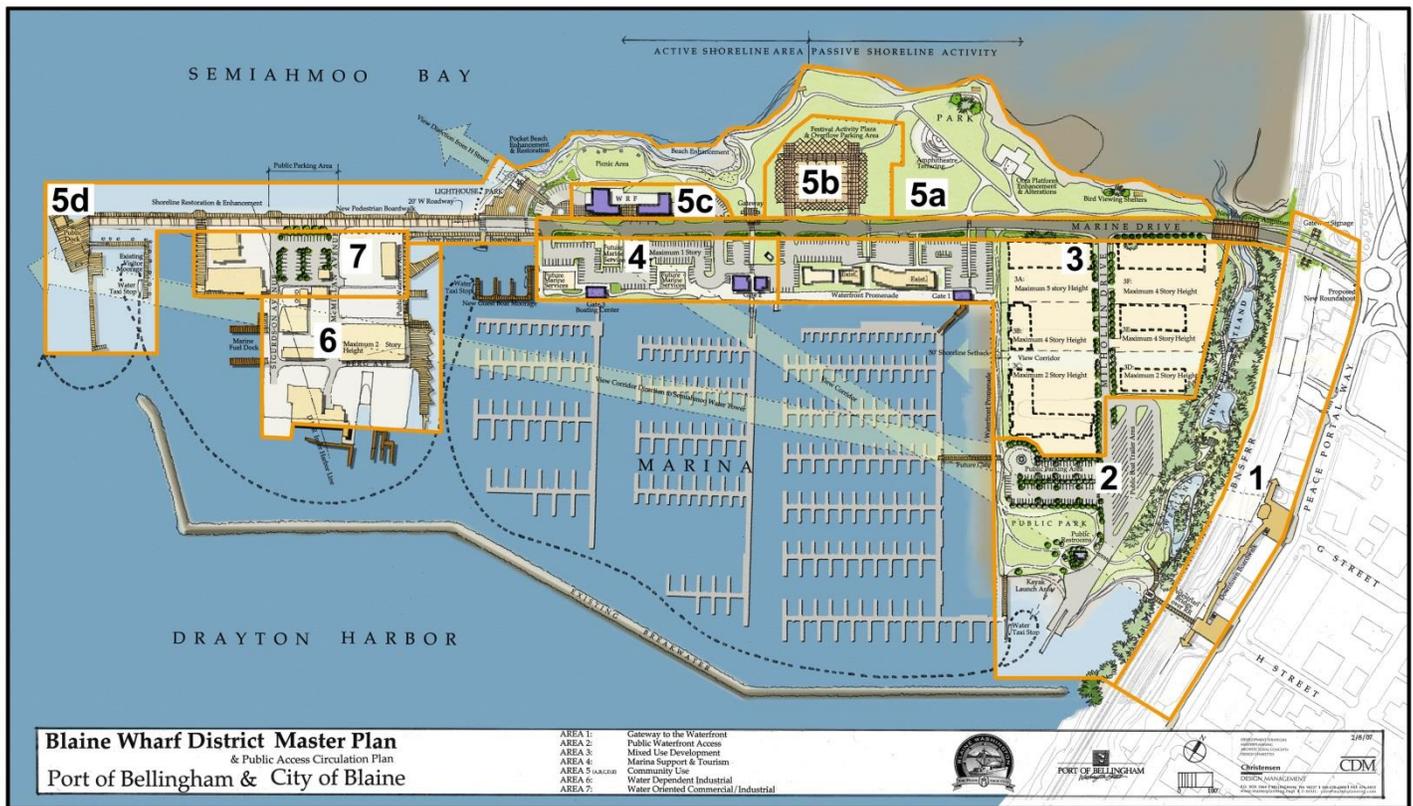
Figure 1

example. Much effort went into blending these elements to create a strategic development plan for the City’s working waterfront and set the stage for future development.

The Wharf District Master Plan was written to work in unison with Chapter 17.23 of the Blaine Municipal Code, the CB – Wharf Zoning District. The Master Plan provides the history, vision and overarching goals for future development, while also providing the permitted land use types. The Wharf Zoning District in the BMC provides a development review process and specific development standards, such as setbacks and landscaping requirements. Both the Master Plan and the Wharf Zoning District break the entire geographic area into seven related but separate planning areas. The proposed amendment is solely for planning area three, or Mariner Village.

The vision for Marine Village is very similar to downtown Blaine; residential units above pedestrian oriented commercial uses on the ground floor. The vision is that of an urban “village” with shops and services with upper story residences. The Master Plan describes Mariner Village as a place where “retail businesses, restaurants and services on the ground floor could meet the needs of future residents and visitors and complement existing and future Market District businesses (in downtown Blaine). A small hotel or conference center along Marine Drive could provide an ideal setting for weddings, community events and business meetings.” In addition, significant emphasis is placed on stepped height limits and creating view corridors.

Figure 2



Over the last nine years the Port and City have not experienced the waterfront development as envisioned in the Wharf District Master Plan. Today there is a difference economic climate compared to the fast-growth economy leading up to 2007. The demand for commercial and mixed use development has diminished while there remains an abundant supply of land zoned for such uses. While the City is optimistic that growth will increase in the future, the City and Port are tasked with managing the assets that exist today.

Figure 3



The Port of Bellingham has proposed a Comprehensive Plan Amendment that will change two components of the Wharf District Master Plan. Permitted land uses and allowed building heights. The following analysis takes a closer look at these two aspects of the proposal.

### Permitted Land Uses

Today the Mariner Village planning area consists primarily of water-related uses. The Port owns and operates web lockers which support the fishing industry. The web lockers are located on the west side of Milhollin Drive adjacent to Marine Drive. The Port operates a boat storage yard south of the web lockers. Blaine Marine Services provides repair and maintenance services and also boat storage and sales on the east side of Milhollin Drive, also adjacent to Marine Drive.

Farther down Marine Drive to the east within the Marine Village planning area there are several non-water related businesses. These include the Northern Light Building with Point Roberts Press and several other offices. There is an office complex building at 215 Marine Drive, which is also located within the planning area as well as 211 Marine Drive, which is currently a yacht sales business.

The Wharf District Master Plan states that a “variety of uses” are permitted in this planning area, and continues by providing development guidelines that allow a “mix of water oriented commercial retail and service space on the ground floor level with space for office and residential and lodging accommodations above.”

The proposed amendment would add to these allowed uses by including the language “and other marine-related uses”. This would expand the allowed uses in the planning area to include ground floor uses such as boat storage and web lockers. While these types of uses would support Blaine Marina and the fishing industry, staff would not consider them complementary with the urban village concept.

To summarize the other related changes proposed to the Master Plan, there is a shift in emphasis to provide greater support for the Blaine Marina, the fishing industry and water-related uses. The language that describes the current condition of the web lockers is proposed to be amended. The amendment speaks to potentially keeping the web lockers until such time that the planning area is fully redeveloped. There is also additional language proposed under the Implementation section for the Mariner Village planning area that speaks to supporting the adjacent Marina and fishing industry.

It is important to note that the proposed amendments do not abandon the urban village concept. While the City and the Port would welcome a developer that wished to fully buildout Mariner Village, the reality is there has been no interest for such a large scale mixed use development on the Port’s property. Until such time that the economic climate significantly changes, staff believes that we should focus on supporting the commerce and industry that already occupy the City’s waterfront.

By allowing the working waterfront to grow and expand in Mariner Village, the City’s land supply for commercial and mixed use development arguably is reduced. While many of the water related uses, such as a boat storage yard could redevelop someday into an urban village, future mixed use development pressure can focus on the downtown area where there is large supply of land that is ready to develop.

Based on these reasons, staff supports the proposed amendment to allow water-related uses with less emphasis placed on creating an urban village and provide more support for Blaine’s fishing industry, working waterfront and marina.

### Heights and Viewshed

Building heights and view corridors were a big part of the discussion during the crafting of the master plan. Great emphasis was placed on preserving the scenic vistas from H and G Street Plazas and the properties on the west side of Peace Portal Drive. The Wharf District Master Plan Map (Figure 2) identifies two primary view corridors and one secondary view corridor.

Another key element in the viewshed analysis is the idea of “stepped heights.” Both the master plan and the Wharf Zoning District describe increasing height limits in the Mariner Village planning as you move closer to Marine Drive. Refer to the Wharf District Master Plan Map and note how the maximum heights increase from two stories (25 feet) to four stories (45 feet) and then again to five stories (55 feet) next to Marine Drive.



Figure 4

While not included in the Master Plan, Figure 5 was used to evaluate heights during the original viewshed analysis. The top image, taken from the G Street Plaza, shows the mass of various conceptual buildings in lightly colored opaque rectangles. The bottom image, taken from the H Street Plaza, shows a bucket truck with the lift raised to various heights.

Figure 5



Today Mariner Village looks nearly identical as it did a decade ago. There are no new mixed use buildings in the skyline. The only identifiable difference is that trees and vegetation have grown. As you can see in Figure 6, there is a grove of alder trees near the old train station that block the view from F Street intersection.

Figure 6

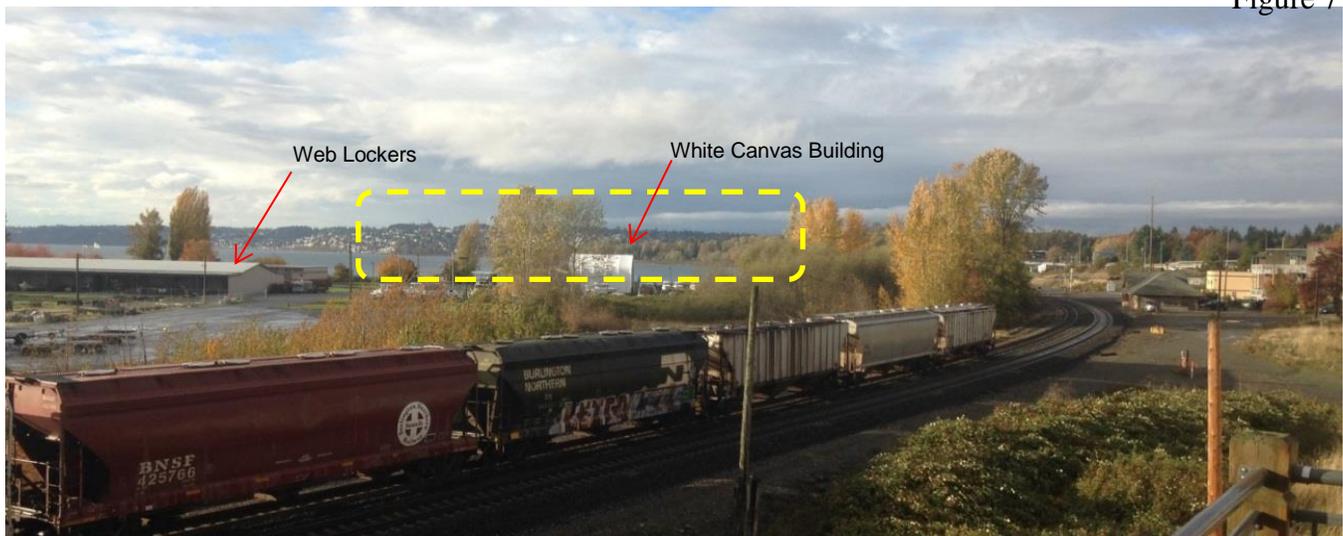
The views from H and G Street Plazas enjoy sweeping vistas of the harbor, the San Juan Islands, White Rock and British Columbia. The Mariner Village planning area occupies a small portion of these sweeping vistas, and is framed with tall deciduous trees. Future buildings in Mariner Village will occupy a relatively small view corridor towards White Rock and Semiahmoo Bay.



The following image, taken from the G Street Plaza, shows the general view corridor that will be impacted by the proposed amendment. When considering this photo note the white canvas building in the center of the subject view corridor. This building is almost exactly 35 feet tall. Currently 55-foot tall buildings are allowed in Mariner Village.

It is staff's estimation that if buildings were constructed under the current maximum height limits, then the view of the water within the dashed yellow view corridor would be completely eliminated. Most of the distant land mass would also be obstructed.

Figure 7



A person's viewpoint depends on where they stand, and the same can be said for analyzing the potential impacts on the viewshed. At the north end of Peace Portal Drive, near F Street, there is no anticipated impact on the viewshed due to a tall stand of deciduous trees on the railroad's property near the old train station. As you move farther to the south along Peace Portal Drive, a more direct view of the Mariner Village planning area opens up.

Future 55-foot tall buildings (as allowed today) would block views of the water, land and White Rock, in a small area leaving only the skyline above.

Looking at the image above, these taller buildings are allowed from the right-hand side of the white canvas building to the edge of Milhollin Drive, and also where the web lockers are located. Staff believes that allowing additional 55-foot tall buildings in the same line of sight would have little if any impact on the viewshed.

Increasing the height in the area between the railroad tracks and the white canvas building from 35 feet to 45 feet would likely result in the loss of some of the view of the distant land, but the additional 10 feet of building is a fairly narrow strip at distance from the plazas. As noted early, the currently allowed 35-foot tall buildings would already completely block the water views.

This analysis is represented in Figure 8, a zoomed in photo with estimated building heights provided by the Port of Bellingham’s staff. CDS staff then added colored blocks to show the viewshed impact.

Figure 8



↔ The area shown in red is the view that would be lost.

↔ The area in green is where the height is increased, but the line of sight overlaps with an existing potential building in the background. (new taller building but no loss in view)

↔ The area in blue and green is what is allowed today.

While every viewpoint is affected a little differently by the proposed height increases, staff’s recommendation is that there would be little if any noticeable difference between what is allowed today and the proposed height increases requested in the proposal. As such staff is recommending that the proposed height increase be approved.

Comprehensive Plan Consistency

Comprehensive Plan Amendments are evaluated based on criteria in the Blaine Municipal Code. Those criteria are as follows:

**16.04.080 Approval criteria for comprehensive plan amendments.**

In order to approve an initiated comprehensive plan amendment, the city shall find all of the following:

A. The amendment conforms to the requirements of the GMA, is internally consistent with the comprehensive plan, is consistent with the county-wide planning policies and is consistent with any interlocal planning agreements;

*Staff Comment: The proposed amendment has no demonstrable effect on the City’s compliance with the requirements of GMA. It causes no internal inconsistency within the Comprehensive Plan. There are no county-wide planning policies that relate to this proposal. No interlocal-planning agreements speak directly to this action. As such, staff recommends this criterion has been satisfied.*

B. There is a demonstrable need for the amendment supported either by changed conditions or by new information developed by the director or the proponent;

*Staff Comment: The changed conditions are those of the market. Specifically the market demands of today vs. those of 2007 when the Wharf District Master Plan was originally adopted. After the economic downturn of 2008, the Port of Bellingham has seen very little development activity on their Blaine*

properties. Both City and Port staff agree that the original Master Plan had an ambitious development strategy that may not be achieved for years, if not decades.

While the proposed amendment does not disallow the commercial and mixed use development envisioned by the plan, opening up the subzone to allow water related uses will help the Blaine Marina and foster the commerce that is already in place today. In order to keep the Wharf District Master Plan viable, and to reflect the intent of the property owner, staff recommends the application satisfies this criterion.

C. The public interest will be served if the amendment is approved. In determining whether the public interest will be served, factors including but not limited to the following shall be considered:

1. The anticipated effect upon the rate or distribution of population growth, employment growth, development, and conversion of land as envisioned in the comprehensive plan;
2. The anticipated effect upon the ability of the city and/or other service providers, such as schools, water and/or sewer purveyors, fire districts, and others as applicable, to provide adequate services and public facilities including transportation facilities; and
3. Anticipated impact upon natural systems;

*Staff Comment: The proposal amendment should have no measureable impact on the City's population growth, employment growth or conversion of land as envisioned by the comprehensive plan. The subzone area may still develop as a commercial and mixed use village, but in the meantime the Port may develop this area with water related uses to grow the marina, which in turn supports the economy of the City.*

*Staff sees no reason why this amendment would have any significant effect on service purveyors to provide for the needs of future development. Utility infrastructure that is needed will be reviewed at the development stage.*

*The change in impact on natural systems will be negligible, and staff recommends this criterion has been satisfied.*

D. The amendment does not include nor facilitate illegal zoning.

*Staff Comment: There are no aspects of this proposal that facilitate illegal zoning.*

#### Consistency with the Shoreline Master Program

The City's Shoreline Master Program has jurisdictional authority to the Wharf District. Changes to the Wharf District Master Plan need to be consistent with the goals and policies of the City's Shoreline Master Program (SMP). Considering the proposed changes to the Wharf District Master Plan will increase support for water related uses, a primary goal of the SMP, consistency would appear to be pre-determined.

The proposal for a 10-foot height increase in three of the subareas of Mariner Village also seems consistent with the SMP when considering the heights that are already allowed, and the minimal impacts of the additional height on the viewshed from Peace Portal Drive and downtown.

The City recently completed an update to the SMP and has submitted the new plan to the Washington State Department of Ecology. The updated SMP adopts the Wharf District Master Plan by reference and defers development standards to those of the Wharf District Master Plan. Staff has conferred with

Department of Ecology staff to determine how the City and the State will process an update to the Wharf District Master Plan for the purposes of incorporation into the new SMP. The state is currently reviewing the City's updated SMP and has not taken final action at this time. The City will submit a written request for a change to the SMP under review by the State. This will allow the state an opportunity to review the changes to the Wharf District Master Plan for compliance with state shoreline guidelines. Based on our initial discussion, staff believes the state will accept the proposed changes to Wharf District Master Plan.

**PUBLIC COMMENT**

The Planning Commission is required to take public testimony on the proposed action. Staff encourages the Commission to receive public testimony, close the public hearing and then discuss the record.

**FINDINGS OF FACT**

1. The application was properly submitted, processed and was docketed by the City Council for consideration through passage of Resolution 1688-16 on July 25, 2016.
2. The general public and nearby property owners were provided notice and opportunity to comment and provide input on the amendment.
3. The inclusion of water related uses in Planning Area Three will support the Blaine Marina and the fishing industry while still allowing Mariner Village to develop in the future.
4. The increased maximum height limits in portions of Planning Area Three do not demonstrable impact the views from the G and H Street Plazas and downtown Blaine.
5. The proposal meets the review criteria for Comprehensive Plan Amendments.
6. Future development applications will be evaluated at the time of submittal pursuant to the relevant Municipal Code and development standards.
7. The Planning Commission discussed the proposed amendment and considered how the proposal is consistent with the City's Shoreline Program. After considering public testimony, the report from staff and the Commission's deliberation, the Commission determined the proposed amendment consistent with the goals and policies of the City's Shoreline Master Program.
8. The Planning Commission made a recommendation to City Council after considering written comments from the public, public testimony at the public hearing, the report from staff and the entire application record.

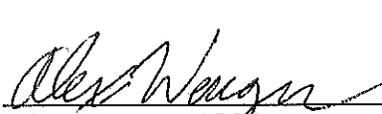
**RECOMMENDATION**

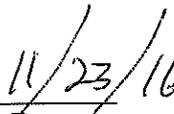
Staff suggests that notwithstanding information to the contrary developed at the public hearing, the Commission should recommend approval of application CPA-2-16 adopting an amendment to the City's Comprehensive Plan and thereby update the Wharf District Master Plan.

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**Submitted by:**

Signed

  
Alex Wenger, AICP  
Community Planner II

  
Date





# CITY OF BLAINE

## COMMUNITY DEVELOPMENT SERVICES

435 MARTIN STREET SUITE 3000 • BLAINE, WA • 98230  
PHONE: (360) 332-8311 • FAX: (360) 543-9978  
www.cityofblaine.com

### General Request for an Amendment to the Comprehensive Plan Supplemental Application

<b>FOR OFFICE USE ONLY</b>	
Docket #  _____	STAMP IN DATE

Name: 2016 Blaine Wharf District Master Plan Amendment
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Applications must be completed and submitted to Community Development Services by the **last business day of December** of the current calendar year in order to be considered during the subsequent year's amendment process. Completed applications that are received after such date will be placed on the docket for the following calendar year. Applications that are incomplete (i.e., that do not include all of the information required below) will be returned to the applicant.

#### SUBMITTAL REQUIREMENTS

- ✘ A completed **Master Land Use Application**.
- ✘ Please prepare and label as "EXHIBIT A," a description of the proposed Comprehensive Plan Amendment and an explanation of why the amendment is being proposed.
- ✘ Please prepare and label as "EXHIBIT B," proposed amendatory language – indicating where the proposed new language should be located and any language proposed for removal from the Comprehensive Plan.
- ✘ Please prepare and label as "EXHIBIT C," a **thorough** explanation of how the proposed amendment meets, conflicts with, or relates to the following inquires:
  - a. Have the circumstances related to the proposed amendment and/or the area in which it is located substantially changed since the adoption of the City of Blaine Comprehensive Plan?
  - b. Are the assumptions that form the basis for a specific section of the City's Comprehensive Plan no longer valid, or has new information become available that wasn't considered during the process of adoption, of the Comprehensive Plan or any subsequent amendment?
  - c. How does the proposed amendment conform to the requirements of the Growth Management Act? How will the amendment affect the rate of population growth and employment growth, and how will it affect the rate of conversion of land?
  - d. How will the amendment affect the expected impacts to the following as compared to the existing Comprehensive Plan: natural systems/environment, school capacity, water/sewer capacity, emergency service capacity, and transportation capacity?

The applicant hereby certifies that the statements contained in this application are true and provide an accurate representation of the proposed amendment.

Sybil Goodwin  
APPLICANT'S SIGNATURE

6-30-2016  
DATE

## EXHIBIT A

### 2016 WHARF DISTRICT MASTER PLAN AMENDMENT

The proposed 2016 Blaine Wharf District Master Plan Amendment would modify the text and maps for Planning Area 3 on pages 25 through 27 of the 2007 Blaine Wharf district master Plan to expand the allowable uses in this area. In 2007 this Planning Area was proposed for redevelopment to a mixed- use commercial, retail and residential area. Under the proposed amendment, Mixed-Use development would still be allowed, but webblockers, boat storage and repair and other marine-related uses would be allowed to remain and expand in Planning Area 3. These uses would be supportive to the existing marina and boat launch and still be compatible with mixed-use development in the future.

A height increase from 45' to 55' is proposed in Development Area 3E, and a height increase of 35' to 45' is proposed in the two Development Areas adjacent to the BNSF. A view analysis will be prepared for any development project which exceeds the height limits established in the existing 2007 Blaine Wharf District Master Plan.

# EXHIBIT B - REPLACES PAGE 25-27 OF WHARF DISTRICT MASTER PLAN

## Area 3: Mixed Use Development

### Location and Relationship:

Area 3 is bound by Marine Drive on the north and Area 2 on the east and south and Blaine Marina on the west. This area is closest to the existing Downtown core and most likely to benefit from and contribute to redevelopment of the Blaine Market District. Area 3 is also located furthest from the existing fish processing, commercial fishing fleet berthing, fueling and boat repair facilities at the West end of Marine Drive, and is least likely to be impacted by the noise and odors associated with the “working waterfront.” The area is located between existing Marine Park and proposed new Plover Park and surrounded by existing and proposed walking and nature trails to provide recreation and open space for future residents and visitors. Harbor views to the West and water views to the North provide an ideal setting for a mixed-use redevelopment.

### Existing Condition:

The Port has three weblockers, two of which are located in Area 3. These two buildings are wood pole structures with open bays for gear storage. ~~The weblockers are some distance from the commercial fleet berthing area, reducing user convenience. These buildings are in a location where future commercial development will likely occur. At the time of this study, only 65% of all three existing weblockers are being used by commercial fishers and leaseholders. Some of these lockers are not filled with commercial gear, but are being used to store other things such as household items. With this in mind, the existing west end web locker in Area 6 would probably be able to meet all the commercial needs in the future. At some point in the future one or both of these weblockers may~~



Figure 1: Existing Conditions - Area 3

be demolished, redeveloped or reconstructed in a different location. There is an ongoing need for commercial fishing gear and vessel storage in Blaine.

There is approximately 3 acres of undeveloped property, of which a portion is used for both short and long term storage of fishing gear and surplus material supporting commercial fleet operations. An existing boat repair and storage yard with some marine related retail sales is also located on approximately 2 acres in this area. This area contains three commercial/retail or office structures—the Dockside Place Mall a 30,000± square-foot mixed-use office/retail structure, the Pavilion Building, a small space converted from the former Visitors center to a retail shop space, and Phase 1 of the new Northern Light Building (6460± square feet).

**Key Issues & Objectives: SEE ATTACHED UPDATE TO FIGURE 13 (BUILDING HEIGHT)**

- Webhouses are some distance from commercial fishing fleet and in poor condition.
- Redevelopment is dependent on market demand.
- Millholin Drive is a substandard private road, insufficient to support expanded development.
- View preservation.

**Master Plan Vision of Character & Use:**

This area provides for a variety of **marine-related, commercial, residential and recreational** uses with residential uses **allowed** above the ground floor, while protecting downtown views with delineated view corridors and stepped height limits. Pedestrian-oriented street edges and streetscapes adjacent to buildings facing north along Marine Drive are envisioned for this area. Proposed road and utility upgrades to serve the mixed use development are contemplated for Millholin Drive. Parking on the ground level below residential uses or offices and within view corridors between buildings should be ample to serve future development. Retail businesses, restaurants and services on the ground floor could meet the needs of future residents and visitors and complement existing and future Market District businesses. A small hotel or conference center along Marine Drive could house visitors and provide an ideal setting for weddings, community events and business meetings.

**Design Guidelines:**



PORT OF BELLINGHAM  
*Bellingham State*

1. Building character & function: Buildings in this planning area are intended to provide a mix of water-oriented commercial and retail service space and other marine-related uses on the ground floor with space-the potential for offices and residential and lodging accommodations above. Buildings in this maritime village must consider and integrate a coordinated effort that facilitates pedestrian circulation throughout the village and maximizes access and orientation to the water and promenade.
2. The village should be developed in a stair step manner so that buildings in the northwest corner of the planning area, adjacent to Marine Drive, reach the highest elevation with incremental reduction in building heights to the south and east.
3. Vehicle access to all buildings in the village should be from Millholin Drive.
4. Sidewalks and street trees should be located along the south side of Marine Drive and on both sides of Millholin Drive. This can be accomplished at as the village develops.
5. On-site parking will be required with landscaping.
6. Development shall be consistent with BMC 17.23 and BMC 17.121.

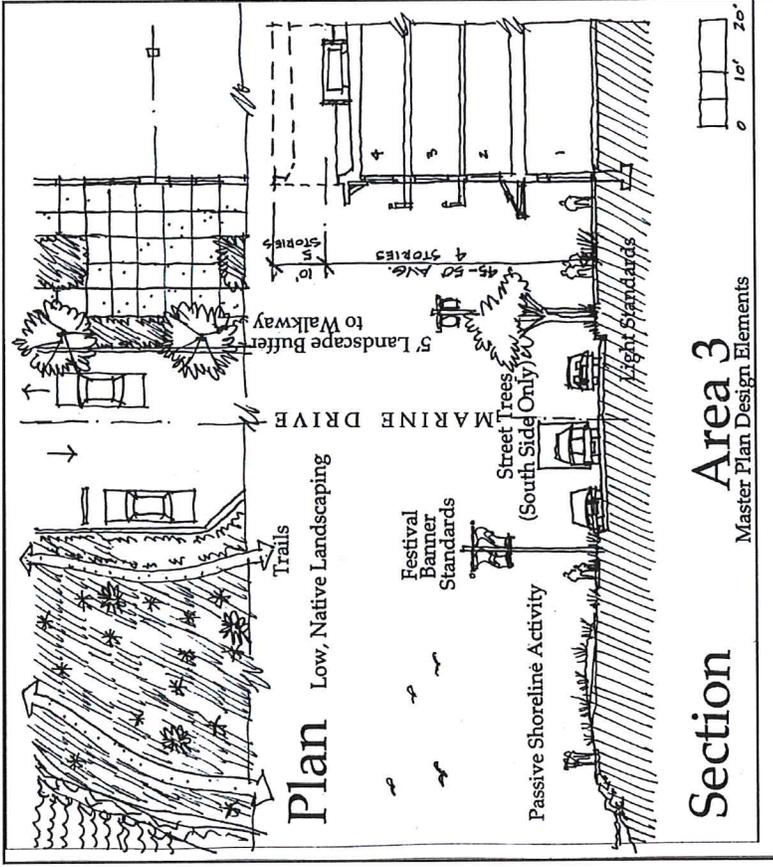


Figure 2: Conceptual Streetscape of Planning Area 3

**Implementation:**

These special projects are intended to attract visitors and promote additional development. The projects are expected to be funded by an array of sources, including public and private investment and economic development grants.

**Webhouse Demolition:** Web houses 2 and 3 will may need to be demolished prior to full redevelopment of Area 3. ~~Currently, one of the webboekers in Webhouse #2 serves as storage and shop space for harbor operations. With future plans for webhouse demolition, the shop and storage space will need to be relocated. If either or both webhouses are demolished in the future, alternate provision for fishing gear will be needed.~~

**Millhollin Drive Upgrade:** An upgrade of Millhollin Drive to a residential street with sidewalks and street trees is proposed in conjunction with the redevelopment of planning area 3. Funding will require a wide variety of sources.

**Harbor Promenade:** A new promenade is proposed along the east end of the harbor, similar to the promenade along other portions of the harbor.



**Implementation:**

These special projects are intended to support the adjacent marina and fishing industry, attract visitors and promote additional development. The projects are expected to be funded by an array of sources, including public and private investment and economic development grants.

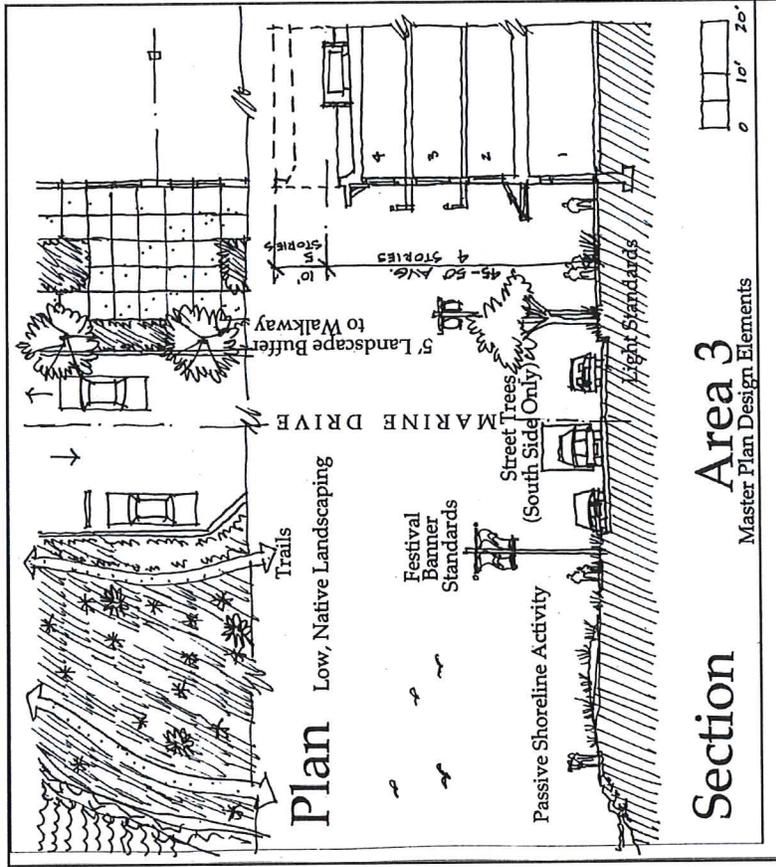


Figure 3: Conceptual Area 3 Streetscape





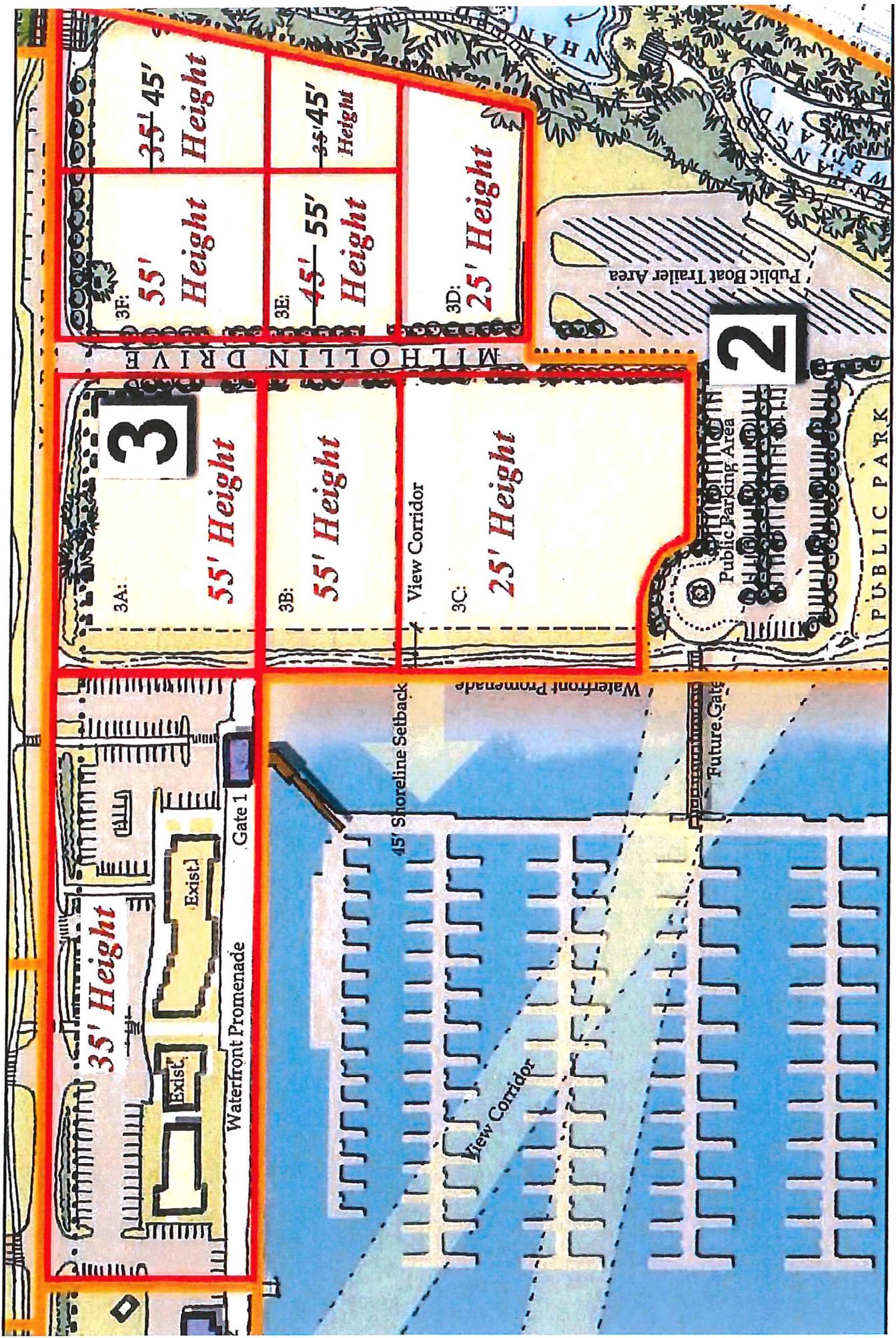


Figure 25: Planning Area 3 – Mariner Village Conceptual Plan – Height Limits

## EXHIBIT C

### 2016 WHARF DISTRICT MASTER PLAN AMENDMENT

- a. The changed condition which makes this Master Plan amendment necessary is the economy and market conditions in Blaine. The 2007 Blaine Wharf District Master Plan was prepared and adopted in 2007, prior to the 2008 recession. At that time, City and Port Planners, the Port Commission, Planning Commission and the City Council thought that there would be sufficient real estate market support for a Commercial/ Residential Mixed-Use Development project in Planning Area 3. While we are still optimistic that the market will support redevelopment of this are in the future, it is also appropriate to allow Marine-Oriented businesses in this location.
- b. The assumptions that were the basis of the 2007 Wharf District Plan are still valid, but there is currently a market for Marine-Oriented uses which are compatible with mixed-use of this area at such time as the market supports redevelopment. The new information available at this time is that there is more vacant property in Downtown Blaine now than there was in 2007, it would be advantageous to the Downtown area to infill mixed-use development in Downtown before expanding commercial and residential uses in the Wharf District. The uses proposed would generate jobs, activity and tax base in Planning Area 3 until the market supports redevelopment.
- c. The proposed amendment is consistent with the GMA and Shoreline Management program to infill land adjacent to the CBD, and allow Water-oriented uses within the shoreline.
- d. The proposed uses in this area will have no greater impact on transportation, utilities or natural systems than the uses allowed in the existing plan.

# View from H Street Plaza



# View from G Street Plaza



55'  
45'  
Station 4

55'  
45'  
Station 1

55'  
45'  
45'  
35'  
Station 3

55'  
45'  
45'  
35'  
Station 2

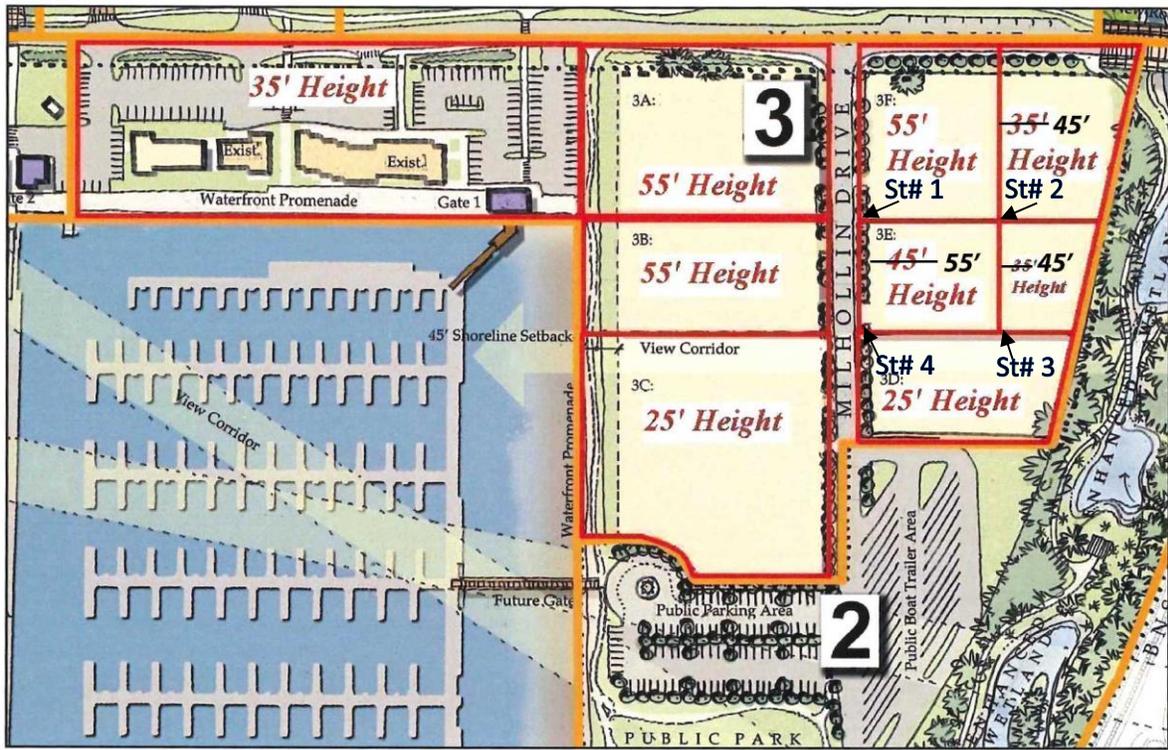
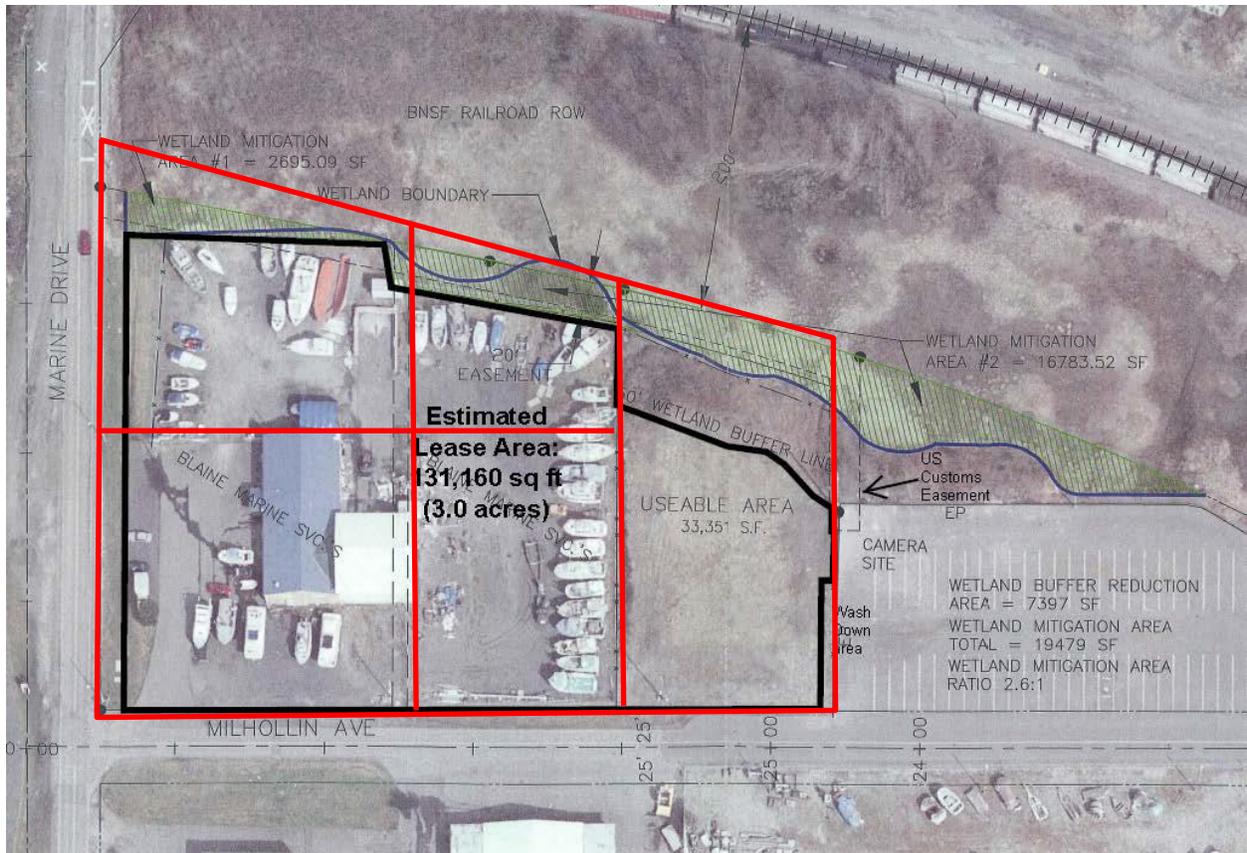


Figure 25: Planning Area 3 – Mariner Village Conceptual Plan – Height Limits





Nov. 21, 2016

Re: Height restrictions obstructing views

RECEIVED

NOV 22 2016

Dear City,

By

I'd like to give my thoughts regarding your recent article in the local newspaper highlighting Sundance Yachts to increase height restrictions for dry boat storage on Port property.

The City and all of it's residents should be protecting at all cost the unobstructed beautiful views of our waterfront from our downtown main street.

Besides, the expansive footprint of going 35 to 55 in height would be a unsightly eyesore, just imagine what that would look like for our beautiful city.

Dagmar's Landing in Everett, everyone drives by it, going south from Marysville just south of Buse Lumber Co, right there along the I-5, that is what you'll have blocking views of our waterfront, what a eyesore to say the least.

I'm all for new businesses and new employment opportunities, and even some buildings going as high as maybe 30 feet, but on a much smaller footprint.

All buildings West of Peace Portal Drive, need to be designed and built with maintaining the beautiful views of our waterfront, sunsets and ocean scenery.

Do some research and look what they are doing along the S. California Coast, when they build condos and developments along the roads and Coast Highway, the rooflines of the buildings West of the roads are no higher than the road levels, thus protecting the biggest assets of waterfront communities, the view of the ocean and sunsets.

Please do the right thing, and not allow such a blight to take place where it isn't necessary or needed, this would very negatively impact our future downtown community, tourism, real estate values and future family friendly tourist related businesses for our downtown.

Thank you,

Bill Becht  
Blaine, Wash.



# NOTICE OF DETERMINATION OF NONSIGNIFICANCE (DNS)

**City of Blaine CDS    et    435 Martin Street, Suite 3000    et    Blaine, Washington 98230**

<b>Project Name</b>	Wharf District Master Plan Amendment
<b>SEPA File Number</b>	SEP-9-16
<b>Project Description</b>	An application for a Comprehensive Plan Amendment to update the City of Blaine's and the Port of Bellingham's Wharf District Master Plan. The proposal would expand marine related uses and increase maximum building heights in sections of Planning Area Three.
<b>Proponent</b>	The Port of Bellingham PO Box 1677 Bellingham, WA 98227
<b>Location</b>	Central Business Wharf District, Planning Area Three. Located on the southeast corner of Marine Drive and Milhollin Drive.
<b>Lead Agency</b>	City of Blaine
<b>Determination</b>	The lead agency has determined that this project does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2) (c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. Information on the process and the project is available to the public upon request at the City of Blaine, Community Development Services office.
<b>Comment Period</b>	This DNS is issued under WAC 197-11-340 (2). The lead agency will not act on this proposal for 14 days from the date of issuance. Comments must be submitted by the end of the business day on November 23, 2016.
<b>Responsible Official</b>	Michael Jones  Community Development Director, City of Blaine 435 Martin Street, Suite 3000, Blaine, WA 98230  Phone: 360-332-8311 ext. 3317 Fax: 360-543-9978 Email: <a href="mailto:mjones@cityofblaine.com">mjones@cityofblaine.com</a>
<b>Appeal</b>	This determination may be appealed by letter to the SEPA Official at the address noted above. Such an appeal would need to be made by the end of the business day on November 23, 2016. Appeals must include a specific factual objection. Questions should be directed to the responsible official noted above.

Signature:  Date: November 9, 2016